



# Gil Riviere®

## House District 46 - North Shore

GilRiviere.com

# Gil Gets it Done!

**WITH YOUR HELP, GIL WILL BE AN EVEN GREATER ADVOCATE FOR OUR DISTRICT.**

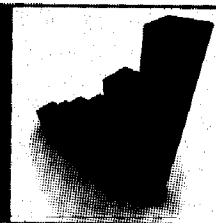
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*Mokuleia, Waialua, Haleiwa, Kawailoa, Pupukea, Sunset Beach, Kawela,  
Kuilima, Kahuku, Laie, Poamoho, Schofield, Wheeler, Kunia Camp.*

**Gil Riviere Has a Proven  
Track Record of Success Leading:**

*Keep the North Shore Country • Waialua Little League*

*Let's Surf Coalition • Neighborhood Board Traffic Committee*



### **To the residents of the North Shore:**

*Over the next few months, I would like to share some of my thoughts about current issues and I hope you will share your thoughts, both positive and negative, by calling me at 220-2280 or emailing [Gil@GilRiviere.com](mailto:Gil@GilRiviere.com). Sincerely, Gil Riviere*

## Traffic on the North Shore

Back in the early 1990s, the only road between Wahiawa and the North Shore beaches passed through Haleiwa Town. On many weekends, holidays, and days of gigantic surf, cars crawled through the town on their way back to Honolulu and traffic backed up to Waimea Bay in the afternoon.

When the Joseph Leong Haleiwa Bypass opened in 1994, some merchants feared they would go out of business as all their customers would skip Haleiwa. To the contrary, Haleiwa drew more customers while commuters were free to drive past the town.

By the mid-2000s, visitor and island resident counts exploded to unprecedented levels and traffic back-ups began to clog Kamehameha Hwy in both directions on most afternoons and every weekend and holiday.

The North Shore Neighborhood Board created a Traffic and Transportation Committee in 2005, of which I was elected chairman. That same year, I also began representing the North Shore Chamber of Commerce on the Citizens' Advisory Committee of the Oahu Metropolitan Planning Organization (OMPO), the inter-agency group responsible for coordinating highway priorities and funding. As the North Shore's first representative to OMPO, I learned that funding

is only half of the battle.

Three years after our Senator and Representative funded it in 2007, the Traffic Alternatives and Environmental Study has not yet begun. The Department of Transportation (DOT) sought to increase the cost and scope of the study to the entire corridor between Haleiwa and Waimea Bay, but eventually came back to focusing on the vicinity of Laniakea. The project then came into doubt with the State's funding shortage, but it is now "back on track" and may begin in the next few months.

Nearly everyone has an idea for a quick fix at Laniakea. While some ideas may have merit, the DOT will not do anything without carefully studying the potential impacts on our only regional roadway.

It may be small consolation, but the Haleiwa Bypass was first proposed in 1962 and took 32 years to complete. Now, more than ever, we need a persistent advocate for traffic improvements in the State House of Representatives. I have put more time into the Laniakea project than anyone and I will continue to push for this and other needed projects for the North Shore.